

The delivery of the French Mail was begun at 10.5 a.m.

The hired transport Tracer arrived at Colombo on the 21st inst.—all well on board.

Out of a short list of four names, Mr. S. Tomlinson, Bombay, has been elected Municipal Engineer for Singapore.

Tax-battling averages of the Singapore C. C. place J. J. H. Orman second with 21.41 for 20 innings (he has the only century recorded) and Mr. Justice Leach third with 21.08 for 12 innings.

Tan Onka Law Courts, built in 1888 at a cost of 106,870/-, were almost totally destroyed by fire on the 11th inst. Five persons were seriously injured, but no lives were lost.

Tan Japanese Government intends to send experts to three points in Hokkaido to make an astronomical survey of the total eclipse of the sun on 9th August next. The eclipse is visible in Japan only in a portion of Hokkaido.

Vessels in the Docks.—At Kowloon:—H. L. G. M. Kaiser, Keng Beng, Doris, Olaf, Coloma, Formosa.

Comopolitan—Rhodora, Martha, Ancona.

Aberdeen—Skarpago.

It is reported from Japan that nearly 110 Japanese civilians have been murdered and mutilated by Chinese in Formosa. If this is correct there is a terrible retribution in store for the Chinese on the island, and a speedy solution of the problem of Chinese nationality in Formosa. There is no use taking two bits at a cherry.

In noticing the arrival at Colombo of the *Maritima*, which is on her way to relieve the *Mercury* at this station, the *Times of Ceylon* learns "that the reason why the *Maritima* did not arrive with her was that she met with a slight mishap to her machinery and put in at Malta. She is on her way out again by this, and will arrive here in a few days."

The programme of the Hongkong Race Meeting, which takes place on the 20th, 21st, and 22nd of February next, is now issued. We are pleased to see that there are large entries for all the principal events, and we believe there is every prospect of a very successful Race Meeting. There will be ten events on each day, and nearly seventy ponies are in training.

We learn from Singapore papers that Sir Claude Macdonald, the new British Minister to Peking, is a son of the late Major-General J. D. Macdonald, that he was born in 1852, was wounded in the Sudan Campaign of 1884, and married in 1892 to Ethel, daughter of the late Major W. Cairns Armstrong, East Yorkshire Regt., and widow of P. Crispie Robinson, Regt., Indian Civil Service.

As the Regular meeting of the Eothen Mark Lodge, No. 254, held last night, Bro. P. B. Simmonds was installed as W.M. by Wor. Bro. A. O. Gourdin, assisted by Wor. Bro. R. C. Cooke, after which Wor. Bro. P. B. Simmonds appointed his Officers as follows:—S.W., Bro. S. L. Darby; J.W., E. C. Ellis; M.O., Bro. J. E. Crook; S.O., Bro. S. J. Hagel; J.O., Bro. D. Macdonald; Chaplain, Bro. Rev. S. A. Bayles; Treasurer, Wor. Bro. A. O. Gourdin; Reg. of Marks, Bro. G. L. Tomlin; Secretary, Bro. J. Dyer-Ball; S.D., Bro. E. F. F. Kline; J.D., F. W. Edwards; D.C., Bro. W. M. Wood; L.O., Bro. C. W. Longuet; Tyler, Bro. J. R. Grimble.

This Hongkong correspondent of the *N. O. Daily News* writes as follows:—The German mail steamer *Sachsen*, which left here on the 19th inst. for home, took among her passengers Colonel Milley, R.E., and Mrs. Milley, who had with them Master Malcolm Robinson, the Governor's eldest son, who is now big enough to go to school. Sir William Robinson was visibly affected at parting with his motherless boy of whom he is very fond. The opportunity of sending him with friends, who also have a lot about young Robinson's age, was too good to be lost. It is evident from this that H.E. does not at present contemplate taking leave of absence. Some persons may feel relieved to know that, for the prospect of Mr. Lockhart at Government House is not universally popular.

This *Times of Ceylon* of the 17th inst. says:—A pretty wedding was solemnized at Holy Trinity Church at 9.30 a.m. to-day (Monday), the contracting parties being Miss Woodcock, H.R., of Hongkong, and Miss Woodcock, sister of Mrs. James Warwick Baines, Ambawalla. The Rev. J. E. B. Brink, M.A., officiated, and the service, which was fully solemn, was excellently rendered by the church choir. The bride was given away by her brother-in-law, Mr. A. F. James of Warwick Baines, whilst Lieut. W. A. W. Sweetman, B.A., of Colombo, acted as best-man. After the ceremony the wedding party returned to the Grand Hotel, where breakfast was served in a private room beautifully decorated for the occasion. The newly-married couple left at midday for Kandy, where they will spend the honeymoon. Miss Woodcock and her bride arrived in Hongkong this morning by the French mail steamer *Colombin*.

W. Robinson and Co. make a special feature of selling Planes and Organs on the Easy-Payment system.

There is to be a St. George's Ball at Kobe on the 23rd April.

There will be a Hockey Match tomorrow at 4.30 p.m.—Club v. Maxim Gun Corps. The following are the sides:—Club—E. Ram, A. S. Anton, G. D. Campbell, H.E.R., G. H. Hume, E. B. Borden, J. Barton, K. W. Murray, E. Robinson, S. W. Hayward, R. E. Koberger, and another. Maxim Gun Corps—J. Hooper, H. Gillingham, E. E. Deacon, W. Newton, C. M. Firth, J. C. Omeron, G. W. Millward, J. Rankin, G. Stewart, C. W. Arnold and P. Bowley. Play to commence at 4.30 p.m. sharp.

There is a St. George's Ball at Kobe on the 23rd April.

An amusing printer's error occurred in a recent issue of the *Times*. In announcing the marriage of a young city man to the daughter of a naval constructor at Rangoon, a few words of a telegram, which apparently belonged to some notes from China or from Armenia, were printed after the interesting intelligence. They read as follows:—'Trouble is expected.'

Statistics show that the population of Japan in 1890 was 31,810,000, and that the increase of population for the last ten years has been about 4,000,000 per year. The *Japan Advertiser* comments as follows:—Taking the present population at 40,000,000 and the rate of increase at 400,000 a year, the population of the Empire will be 80,000,000 in less than a hundred years hence. The rapid increase noticed so far may be partly accounted for by the fact that people who had formerly been omitted from the registry were included in later reports, and the methods of census-taking have been perfected. In conclusion the *Advertiser* says that if the present rate of growth continues the population of Japan will in time be too big to fit on the limited space comprised within the area of the Empire.

Messrs. Thomson, of Clydebank, are already engaged upon four 30 knot destroyers for the Admiralty—the *Brace*, *Elcora*, *Recruit*, and *Fulmar*. It is reported that they have signed contracts to build two more. The circumstances which have prevented Messrs. Thomson taking any of these boats, and which have resulted in their giving, for the time at least, the whole of their energies to the services of foreign Governments, are, says a naval correspondent, very regrettable, and will, it is to be hoped, be thoroughly inquired into when Parliament meets. In the meantime, their destroyer the *Sokol* has given so much satisfaction to Russia that the builders have received a special message of congratulation from the Czar. When the subject comes to be thrashed out, it will be seen that in its design and construction, the Admiralty has behaved in a manner which, if private individuals were concerned, could only be characterized as abominable.—*L. and O. Express*.

Banjos, Guitars, Mandolines, Autoharps, Violins, and Strings and Bittings for sale at W. Robinson and Co.

SERIOUS ACCIDENT TO AN INDO-CHINA STEAMER.

Last night, the Indo-China steamer *On Song* struck the Dunmail Rock off Kowloon Dock. She was on a voyage from Java with sugar, and entered the Lyman Pass about 10 o'clock, and steamed along the Kowloon shore. Immediately after striking she began to fill with water and was in danger of sinking. Constable Milne, who was on duty in the Bay, went on board, and at the Captain's request, directed him to a place near Bay View Hotel, where they ran her on the beach. A large number of lighters are engaged discharging her cargo.

SIGNORINA BELINFANTE'S CONCERN.

The many who have been looking forward to the high-class Concert advertised for last night were evidently not disappointed, to judge by the favourable reception accorded to Signorina Belinfante and the numerous amateurs who helped her. The Dress Circle of the Theatre was packed, and there was a fairly large house down stairs. H. E. the Governor with his suite being amongst those present. The Duet had a big task before her, being down for no less than six items, viz., 'Ole Bar' (Glick), 'Ole Bar' (Rundegger), 'I. Libro Santo' (Pianini), 'Non Conosci il bel mio' (Gottschalk), 'Habemus' (from *Six's* 'Gemma'), a duet with Miss Lammeret—'When the Swallows Homeward fly' (Abt). Nevertheless, she acquitted herself admirably, winning hearty applause, so much so that at one time that she had to repeat 'Ole Bar' and 'Gottschalk's' 'Non Conosci il bel mio'. Signorina Belinfante's voice was marked by a sympathy between the voices, Signorina Belinfante's voice falling in blend with the sweet singing of Miss Lammeret. It is seldom the public have an opportunity to listen to such classical music, and we have no doubt it was too much so for many of those present; but all the same, though Signorina Belinfante did not at times appear to be in the best of voices, or understand the weight of some of the building, it was a treat to all music-lovers. Miss Lammeret sang even better than when we last heard her, and her voice contrasted by the diction appeared to be in its best advantage. Surgeon-Major Hayes, D.S.O., played two solos on the piano, and sang 'Ole Bar' and 'Gottschalk's' 'Non Conosci il bel mio'. He sang in very fine form, and sang 'Gottschalk's' 'Non Conosci il bel mio' with great taste and feeling, ringing out the top G with comparative ease. Surgeon-Major Hayes played the violin solo to 'Ole Bar', and sang 'Gottschalk's' 'Non Conosci il bel mio' with great taste and feeling, ringing out the top G with comparative ease. Surgeon-Major Hayes played the violin solo to 'Ole Bar', and sang 'Gottschalk's' 'Non Conosci il bel mio' with great taste and feeling, ringing out the top G with comparative ease. Surgeon-Major Hayes played the violin solo to 'Ole Bar', and sang 'Gottschalk's' 'Non Conosci il bel mio' with great taste and feeling, ringing out the top G with comparative ease.

Prizes were taken—Singly or by party contract—High glass work—W. Robinson and Co.

RECREATION NOTES.

The Kowloon Club has placed another win to its credit, and are now much fancied for the Cup. Winning by four goals against a team which the Hongkong F.C. could only draw with, indicates the superiority of the Kowloon eleven, and unless the Club plays better than it did against the Navy on Thursday it need not expect to reach even the semi-final. Kowloon played a better game than they did against the Colts. The inside left (McSwade) has been training and played an improved game. He is an old player, and his want of form against the Colts is attributable to want of practice. It was his first match this season. He will come on at all right as the season progresses. I am pleased to see that the Kowloon captain has taken notice of my remarks about his left half-back, who played so roughly, when there was no excuse for it, against the Colts. A new man from the Naval Depot was tried, and he played a sterling game. It is, I venture to say, a pleasing feature of Hongkong football, that the executive of the various teams do what they can to eliminate the rough element. This is the right policy to adopt. It will be a pity if the creation of a football trophy is responsible for the introduction of rough play.

The match played on Thursday between the Hongkong F.C. and the Navy may fairly be dubbed, in the language of our Scotch friends, as 'a fashionless match'. The result, 2 goals to 1 in favour of the Navy, is indeed poor when you consider that the Navy team consisted chiefly of Rugby men. Having back to 'preludic times' in connection with Club 'Footers', this match was a shade better. The weakness in the Club team is the back division. F. Maitland played a feeble game between the posts. He might very well be placed on the shelf, with McNeill and Sharp (who are, happily, free from having 'anxious times'), to complete the triumvirate of superannuated goalkeepers. I fancy the Club would feel safer if it could depend on Wood turning out regularly with the team. At present, E. W. Maitland and Davies did not appear at home with their work. There was a general absence of juvenility of action and judgment. Some readjustment must take place here if the Club means to show up in their tie. The Halves were all there. The Forwards were not up to form. Mackay played up well on the left, but Deacon could not quicken his pace to suit his partner. On the right wing, Campbell and Firth most really after their tactics. It is absolutely useless bringing the ball up the wing, to be repeatedly muddled away in the corner and opportunities of scoring thrown completely away, because the ball is not centred at the proper time. The old trick of back dodging on the goal line and 35 is too well known to be paraded in much, except against second-rate teams. Perhaps it might be well if the Captain gave up 'croaking' in matches. It looks bad. Practice games are the proper occasion for such diversions.

The Centurion and O Company, R.B., played off their Cup tie on Saturday in the presence of about 600 spectators. This 'Centurion' were favorites, and managed, without exerting themselves very much, to defeat their opponents by 1 goal to nil. O Company showed a great want of cohesion and appeared 'to get their tails down' after futile attempts to score. The tower of strength in the Centurion team is unquestionably the back division. Possessed of an exceptionally fine pair of backs with such kicking and tackling powers, coupled with coolness, judgment and weight, and a stoutness over on the alert behind them, the Centurion team is regarded by some as safe against all comers in the Cup competition. I have been told by those in the know, that the highest qualities of these two backs are only brought out in hard and pressing games. The only fault to be found with the forwards is that they do not lie far enough in the enemy's territory, and in consequence are unable to take the fullest advantage of the game. Their policy of long shooting at goal is a defective one, considering the merits of the back division, and against a really good team is useless, provided the goalkeeper is not a 'juggler'. 'Go on and prosper, Centurion; your play and your luck merit success—and, shall I say, the Cup too!'

I must thank you, Mr. Editor, for sending me the following letter:—
Hongkong, Jan. 10.
Dear Spectator, I notice in your last night's 'Recreation Notes' that you mentioned your intention of saying a word shortly on the desirability and expediency of having a proper swimming bath in Hongkong. Perhaps a word in season may be of use to you. His Excellency the Governor, in his speech on the occasion of presenting a Humane Society medal to Mr. Stapanian at the V.R.O., made a tentative promise that something would be done by Government to secure a permanent site for the Club and thereby enable that institution to get the desiderated Swimming Bath constructed. Now, Sir, the V.R.O. can do nothing until His Excellency moves in the matter, because of the uncertainty of the Club's remaining many months on its present site. I mention this to show you that the present V.R.O. Committee is as alive to the necessity of having a good bath as yourself, and that although slumbering are not asleep.

It is gratifying to know that my remarks have aroused the Committee from its slumber; I take it the letter emanates from someone on the Committee of the V.R.O. Perhaps I may take this opportunity of saying that I do not expect my 'Notes' to be received with acclamations of approval. A

FORMOSA AND THE CAMPHOR TRADE.

A correspondent writes to me a taking exception to the remarks made in yesterday's issue respecting the export of camphor from Formosa. He says that as a matter of fact the arrivals of camphor in Hongkong have increased of late rather than diminished. During the month of December arrivals in Hongkong reached a total of 5,300 cases of about 1 cwt. net, equal to some 4,600 piculs. During January still larger supplies, it is said, are expected. He believes that the camphor trade is not as approaching, when Chinese are eager to realise their stock. Our correspondent remarks, however, that he shares the opinion previously expressed in our columns that the price of camphor is likely to go higher, but he bases this not so much on shortage of stock or decreased production on the fact that the syndicate in London now holding camphor is a very powerful one, with almost unlimited capital, Colonel North, who is at its head, being one of the richest men in the world. Our correspondent estimates that the camphor syndicate holds between forty and fifty thousand piculs of camphor, and he remarks that should the syndicate for any reason make up its mind to throw this immense quantity on the market, the result would be most disastrous. He believes that the camphor trade is not as approaching, when Chinese are eager to realise their stock. Our correspondent remarks, however, that he shares the opinion previously expressed in our columns that the price of camphor is likely to go higher, but he bases this not so much on shortage of stock or decreased production on the fact that the syndicate in London now holding camphor is a very powerful one, with almost unlimited capital, Colonel North, who is at its head, being one of the richest men in the world. 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Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANÇAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

TO-MORROW, the 22nd January, 1896, at Noon, the Company's S.S. SYDNEY, Commandant AUBERT, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Species will be registered for London as well as for Marseilles and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

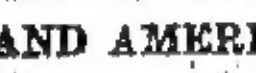
Cargo will be received on board until 4 p.m., Species and Parcels until 3 p.m. on the 21st January, 1896. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply to the Company's Office.

O. TOURNARE,
Acting Agent.

Hongkong, January 21, 1896. 58



STEAM FOR

STRAITS, OCEAN, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *PESHAWUR*,
Captain F. J. Cote, carrying His Majesty's Mail, will be despatched from this Port for BOMBAY AND LONDON, on THURSDAY, the 30th January, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the S.S. *CARTHAGE*, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 22nd FEBRUARY, 1896.)

Silk and Valuable Mail Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, January 17, 1896. 189

Intimations.

A Natural Food.

Conditions of the system arise when ordinary foods cease to build flesh—there is urgent need of arresting waste—assistance must come quickly, from natural food source.



Scott's Emulsion

is a condensation of the life of all foods—it is cod-liver oil reinforced, made easy of digestion, and almost as palatable as milk.

Scott & Borne Ltd., London. All Chemists.

Sole Agents for Hongkong and the Empire of China:

WATKINS & Co., Hongkong.

RIGAUD'S KANANGA WATER

OF JAPAN

(REGISTERED)

The most delightfully refreshing Water. It renders the skin supple, brightens the eyes, relieves rheumatism, and imparts a delicate fragrance and feeling of comfort.

RIGAUD'S CHOICEST NEW EXTRACTS

KANANGA, GRACIOSA, IRIS BLEAU, LOUIS XV, IRIS AMBRE, ASCARIO, YLANG YLANG, LUCERNE, PEAU D'ESPAGNE, LILAS DE PERSE, WHITE VIOLETS, BOUQUET D'HYACINTHE, WHITE HELIOTROPE, ROSE, LILY OF THE VALLEY.

RIGAUD & Co., PARFUMERS—PARIS.

For Sale by A. S. WATSON & Co., Chemists.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... SATURDAY, Jan. 25, at noon.

China (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... SATURDAY, Feb. 8, at noon.

Honolulu (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... SATURDAY, Feb. 22, at noon.

THE U. S. Mail Steamship *CITY OF PEKING*, will be despatched on NAGASAKI, KOBE, INLAND SEA and SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 25th January, at Noon, taking Passengers and Freight for the United States and Europe.

Stowage of this line through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Canada, and to Europe, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, January 8, 1896. 38

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Belgia (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... SATURDAY, Feb. 1, at noon.

Coptic (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... TUESDAY, March 3, at noon.

Safo (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... SATURDAY, Mar. 21, at noon.

THE Steamship *BELGIA* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 1st February, 1896, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office (until 5 p.m.) the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, January 14, 1896. 104

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES, and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.

Collect all accommodations. First class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK, \$250.

The Railroad travelling is second to none in the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL Lines.

HONGKONG TO TACOMA, \$225.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Proposed Sailings from Hongkong.

(Subject to Alteration).

Tacoma..... 2,549 Thursday Jan. 23.

Victoria..... 3,167 Tuesday Feb. 11.

Hankow..... 3,594 Tuesday Mar. 10.

Tacoma..... 2,549 Tuesday April 7.

THE Steamship *TACOMA*, Captain CHAMBERLAIN, will sail at Noon, on THURSDAY, the 23rd January, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARILL & Co., Agents.

Hongkong, January 8, 1896. 2446

NORDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, ALVESTON & SOUTH AMERICAN PORTS.

LET COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAKE PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

Proposed Sailings from Hongkong.

(Subject to Alteration).

Karlsruhe..... Tuesday February 4.

Prinz Heinrich..... Tuesday March 31.

Freuden..... Tuesday March 31.

Sachsen..... Tuesday April 28.

Karlsruhe..... Tuesday May 26.

Prinz Heinrich..... Tuesday June 23.

ON TUESDAY, the 4th day of February, 1896, at 9 a.m., the Company's S.S. *KARLSRUHE*, Captain WATZEN, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for ADEN, COLOMBO, SUEZ, PORT SAID, NAPLES, GENOA, and HAMBURG.

Shipping Orders will be granted till Noon, on SATURDAY, the 1st February, Cargo and Species will be received on board until 5 p.m., on MONDAY, the 3rd February, and Parcels will be received at the Agency's Office until Noon, on MONDAY, the 3rd February. Consular Invoices of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, January 13, 1896. 92

RICKMERS LINE.

REGULAR MONTHLY SERVICE FROM BREMEN, MIDDLESBRO, ANTWERP AND HAMBURG.

VIA SUEZ CANAL TO PENANG, SINGAPORE, HONGKONG, SHANGHAI, YOKOHAMA AND YOKOHAMA.

FROM HOME.

Proposed Sailings of the New Elegant Steamers of the RICKMERS LINE, RICHMOND, SHIPPOWING AND SHIPBUILDING COMPANY OF BREMEN.

(Subject to Alterations).

Amelia Rickmers..... 3,846 December.

Duke of Saxe..... 3,700 January.

Maria Rickmers..... 5,000 February.

Helene Rickmers..... 3,233 March.

Sophie Rickmers..... 3,249 April.

Elita Rickmers..... 3,500 May.

Elizabeth Rickmers..... 3,500 June.

FROM THE EAST.

VIA SINGAPORE

to HAVRE, BREMEN & HAMBURG, and other Continental Ports, at sufficient inducement offers.

(Taking Cargo at through rates to Antwerp, Amsterdam and Rotterdam.)

Proposed Sailings (Subject to Alterations).

Dorothea Rickmers..... 1,846 February.

Duke of Saxe..... 3,700 March.

Maria Rickmers..... 5,000 April.

Helene Rickmers..... 3,233 May.

THE Steamers are all FIRST-CLASS RICKMERS and are supplied with all the modern appliances and powerful Engines.

For further Particulars, apply to

ARNOLD, KARBURG & Co., Agents.

Hongkong, January 1896. 40

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

The Co.'s Steamship *Haitien*, Captain HAZEN, will be despatched for the above Ports TO-MORROW, the 22nd Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LIPPAK & Co., General Managers.

Hongkong, January 21, 1896. 156

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, HANKOW and Ports on the YANGTZE).

The Co.'s Steamship *Takung*, Captain W. H. PARKMAN, will be despatched at above on WEDNESDAY, the 22nd Inst., at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, January 20, 1896. 129

FOR KOBE (DIRECT).

The Steamship *Rhodora*, Captain WILLIAMS, will be despatched for the above Port on THURSDAY, the 23rd Instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARILL & Co., Agents.

Hongkong, January 15, 1896. 77

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Chetana*, Captain R. D. DUNN, will be despatched at above on THURSDAY, the 23rd Instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, January 27, 1896. 135

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Achilles*, Captain HANZEL, will be despatched at above on THURSDAY, the 23rd Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, January 7, 1896. 49

FOR NEW YORK VIA SUEZ CANAL.

(Following the S.S. *Anna Maria* and *Tenidore*).

The Steamship *Falcons Hall*, Captain KILPATRICK, will be despatched for the above Port on or about 23rd Instant.

For Freight, apply to

REHEWAN & Co., Agents.

Hongkong, January 6, 1896. 41

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship *Meriton*, Captain BRANCH, will be despatched at above on or about THURSDAY, the 23rd Instant, at 3 p.m.

For Freight or Passage, apply to

DODWELL, CARILL & Co., Agents.

Hongkong, January 15, 1896. 119

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

The Steamship *Meriton*, Captain BRANCH, will be despatched at above on or about THURSDAY, the 23rd Instant, at 3 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, January 20, 1896. 158

SHIRE LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

The Steamship *Glamorganshire*, Captain VRYAN, will be despatched for the above Ports on TUESDAY, the 24th Instant, instead of as previously advertised.

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Hongkong, January 20, 1896. 107

FOR NEW YORK VIA SUEZ CANAL.

Following the S.S. *Polypheus*.

The Steamship *Lemnos*, Captain LEMOS, will be despatched about 4th February.

S.S. *Port Adelaide* will be despatched about 15th February.

S.S. *Ghana* will be despatched about 4th March.

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Hongkong, January 4, 1896. 9

Shipping.

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